

(i) Between points respectively 1·90 chains south-westward and 3·60 chains north-eastward from the north-eastern side of Tong-lane.

(j) Between points respectively 1 chain south-westward and 2 chains north-westward from the south-western side of Ethel-street.

In Market-street, Facit—

(k) Between points respectively 1 chain south-westward and 2 chains north-eastward from the northern side of Edward-street.

(l) Between points respectively 50 chain south-westward and 2·50 chains north-eastward from the south-western side of Station-road.

(m) Between points respectively 4 chains and 1 furlong 2·70 chains northward from the southern side of Buxton-avenue.

(n) Between points respectively 3 chains and 6 chains north-eastward from the north-eastern side of Oak-street.

(o) Between points respectively 4 chains and 1 chain south-westward from the south-western side of Land Gate.

Tramway No. 2, wholly in Market-street, Shawforth, in the said township or parish of Whitworth, commencing by a junction with Tramway No. 1 at a point opposite the north-eastern side of Land Gate and terminating at the boundary of the urban district of Whitworth and the borough of Bacup.

The whole of the above-mentioned Tramway No. 2 will be laid as a single line except at the following places where it will be a double line (that is to say) :—

In Market-street, Shawforth—

(a) Between points respectively 6·30 chains and 9·30 chains north-eastward from the north-eastern side of Land Gate.

(b) Between points respectively 6·60 chains and 9·60 chains north-westward from the northern side of Quarry-street.

(c) Between points respectively 70 chain south-eastward and 9·30 chains south-westward from the northern side of Peel-terrace.

(d) Between points respectively 1 furlong 6·70 chains north-westward and 1 furlong 9·20 chains north-westward from the northern side of Peel-terrace.

(e) From a point 2 chains, or thereabouts, south-eastward from the urban district boundary to the termination of the tramway at the boundary of the urban district.

In the following instances the said tramways are intended to be laid along the street or road hereinafter mentioned, so that for a distance of 30 feet and upwards a space less than 9 feet 6 inches will intervene between the outside of the footpath on the side or sides of the street or road hereinafter mentioned and the nearest rail of the tramway (that is to say) :—

Tramway No. 1.—

In Market-street, Healey—

(1) On both sides thereof, between points respectively 1·50 chains and 4·20 chains north-eastward from the eastern side of Old-road.

(2) On both sides thereof, between points respectively 60 chain and 2·60 chains southward from the southern side of Albert-street.

(3) On both sides thereof, from a point opposite the northern side of Albert-street to a point 2·80 chains northward therefrom.

In Market-street, Whitworth—

(4) On both sides thereof, from the northern side of Hall-street to a point 7·40 chains south-westward from the southern side of Lloyd-street.

(5) On both sides thereof, from a point 1·10 chains south-westward from the south-western side of South-street to a point 40 chain north-eastward from the north-eastern side of Middle-street.

(6) On both sides thereof, from a point 1 chain south-westward from the south-western side of Tong-lane to a point 2·40 chains north-eastward from the south-western side of Acre-street.

In Market-street, Facit—

(7) On both sides thereof, from the southern side of Edward-street in a north-easterly direction for a distance of 2·40 chains.

(8) On both sides thereof, from the north-eastern side of Station-road in a north-easterly direction for a distance of 1·50 chains.

(9) On both sides thereof, from a point 3·60 chains northward from the northern side of Buxton-avenue for a distance of 1 furlong 1·90 chains.

(10) On both sides thereof, from a point 2·80 chains north-eastward from the north-eastern side of Oak-street in a north-easterly direction for a distance of 2·90 chains.

(11) On both sides thereof, from a point 3·90 chains south-westward from the south-western side of Land Gate in a north-easterly direction for a distance of 2·80 chains.

Tramway No. 2.—

In Market-street, Shawforth—

(12) On both sides thereof, from a point 2 chains north-eastward from the north-eastern side of Moss Side-street in a northerly direction for a distance of 2·80 chains.

(13) On both sides thereof, from a point 6·80 chains northward from the northern side of Quarry-street in a northerly direction for a distance of 2·80 chains.

(14) On both sides thereof, from the northern side of Peel-street in a north-westerly direction for a distance of 9·10 chains.

(15) On both sides thereof, from a point 1 furlong 6·70 chains north-westward from the northern side of Peel-street in a north-westerly direction for a distance of 3 chains.

(16) On both sides thereof, from a point 1·70 chains south-eastward from the urban district boundary in a north-westerly direction to the boundary.

The said intended tramways are proposed to be constructed on a gauge of 4 feet 8½ inches, and it is not intended to run thereon carriages or trucks adapted to run on railways.

To empower the Council to make from time to time such crossings, passing-places, sidings, loops, junctions and other works in addition to those specified herein as may be necessary or convenient to the efficient working of the intended tramways, or for affording access to the stables, carriage-houses, sheds and works of the Council, or their lessees, or for effecting junctions with any other corporation, district council, company or person.

To empower the Council for all or any of the purposes of this Order to stop, break up, alter, remove and interfere with, temporarily or permanently, public and private streets, roads, highways, tramways, bridges, rivers, streams, water-